

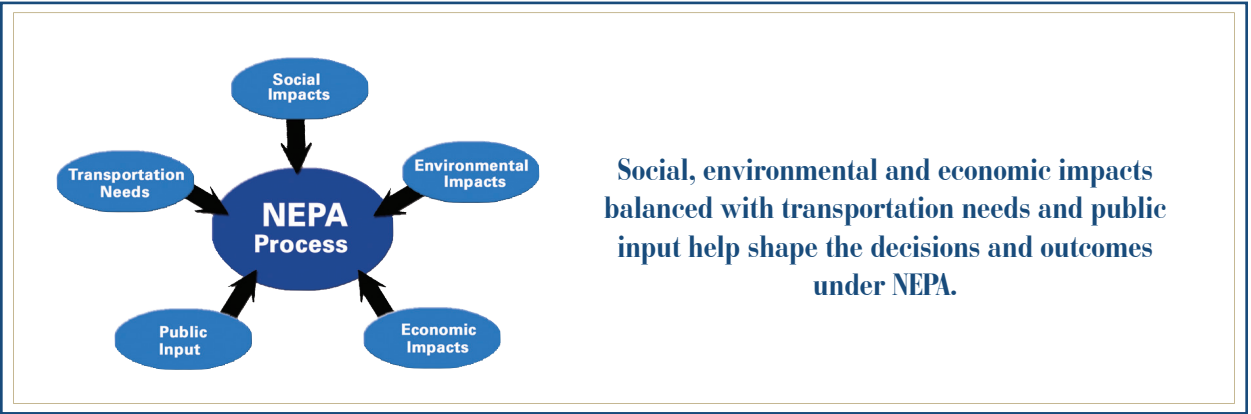
Environmental Process



Fort Hall Canal looking north

The goal of this project and the environmental document is to produce a conceptual plan that meets the project’s transportation needs. The public is asked to provide input and help identify issues as part of the project.

Project engineers will then analyze a range of transportation solutions. They will study in detail those transportation concepts that appear reasonable, meet the future transportation needs and best address issues that have been identified. A No Build alternative is always included. The range of potential concepts will be available for public review and comment at the Open House Meeting on April 4th. An environmental document detailing the concepts will also be available for public review at a public hearing later in the process. Once the study is completed and the final environmental document is approved, final design can begin. It is anticipated that this process will take approximately 2 years to complete.



Federally funded projects require that a complete environmental analysis be performed according to the National Environmental Policy Act (NEPA). A Federal Highway Administration (FHWA) justification report is also required to determine if a new interstate access point is needed and to insure that interstate operation is not compromised.

NEPA requires that:

- Federally funded projects be examined for potential impacts to cultural and environmental resources.
- Impacts to cultural and environmental resources be balanced with the public’s need for a safe and efficient transportation system.
- A environmental document be prepared for any project likely to have cultural or environmental impacts.

Contact Information

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Your Comment is Invited

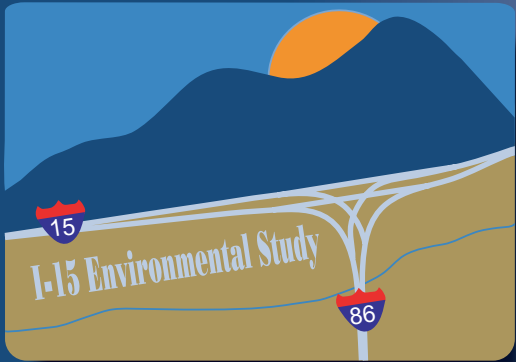


Public Open House  
Monday, April 4  
4 - 7 p.m.

Tyhee Elementary School  
12743 West Tyhee Road  
Chubbuck, Idaho

The Idaho Transportation Department invites you to comment on possible interstate access and congestion improvements in the northern Pocatello/Chubbuck area. A public meeting is being held to gather public input and identify issues concerning concepts being considered. If you need accommodations to fully participate in the meeting, contact Gwen Smith (208) 334-4444.

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March 2005



Project Facts  
Key Number: 9000  
Project Number: IM-0005(138)

The Idaho Transportation Department (ITD) is conducting an environmental study to evaluate interstate access and congestion issues in the northern Pocatello/Chubbuck area. Several concepts intended to enhance transportation efficiency and safety will be studied.

Project Background

Motorists living north of I-86 in the northeastern Pocatello and northern Chubbuck areas currently have limited access to I-15. Traffic congestion, delays and safety concerns at current interstate interchanges are anticipated to get worse as growth and development continues in those areas.

A Major Investment Study (MIS) completed in 1995 and the recently completed Yellowstone Corridor Plan recommended developing an additional interchange on I-15. Ten congestion relief concepts were evaluated in the MIS, including improvements to the Pocatello Creek and Clark Street Interchanges. Improvements to the Pocatello Creek Interchange have already been completed. The Clark Street Interchange improvements are in the final design phase. The MIS also evaluated developing interchanges in the northern Pocatello/Chubbuck area.

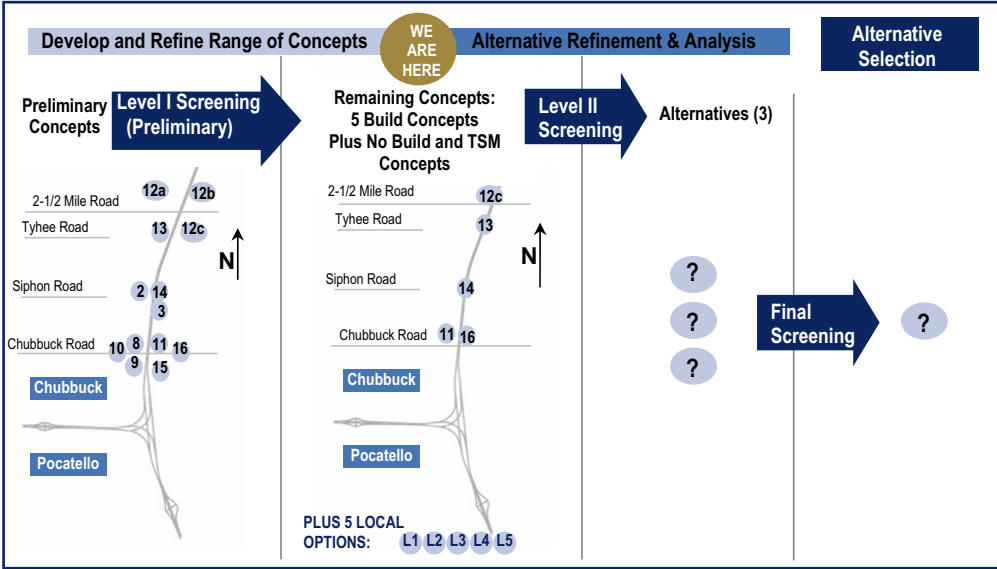
The I-15 Environmental Study is evaluating interchange options on I-15 roughly bounded on the south by the WYE , and on the north by 2 ½ Mile Road. The study area may include connecting roads and ramps at proposed interchange locations. As a requirement, local options not using I-15 are also being considered.





# What’s Happened So Far?

Project officials met with the Bannock Planning Organization (BPO) Transportation Advisory Committee\* and the Local Agency Input Group\*\* in the summer of 2004 to identify issues that should be addressed in the study. Project engineers then analyzed 17 potential build concepts. Project officials then conducted a preliminary screening analysis. Concepts carried forward were those that best met transportation needs and addressed the issues identified. A No Build alternative is always included. (See inside of brochure for concepts.)



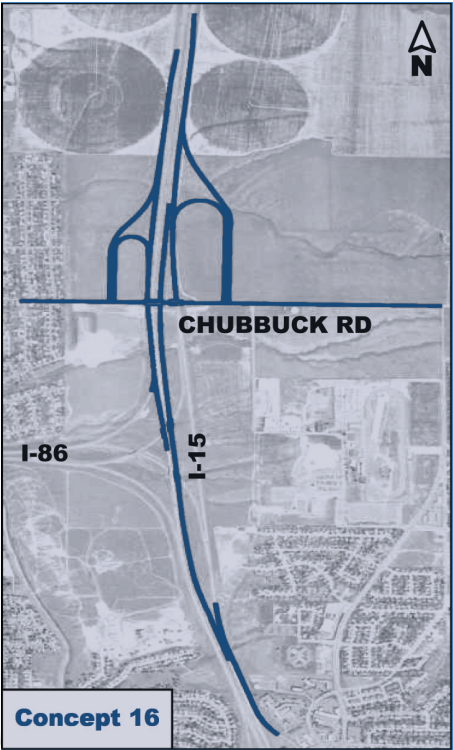
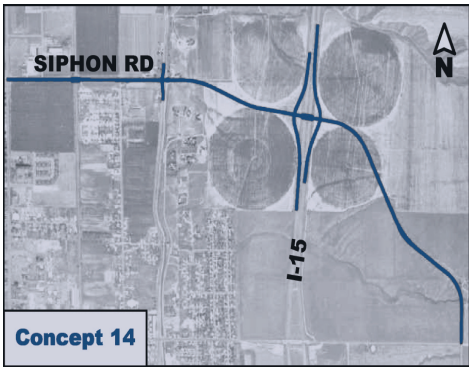
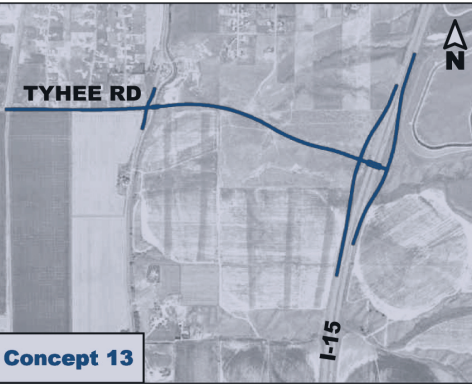
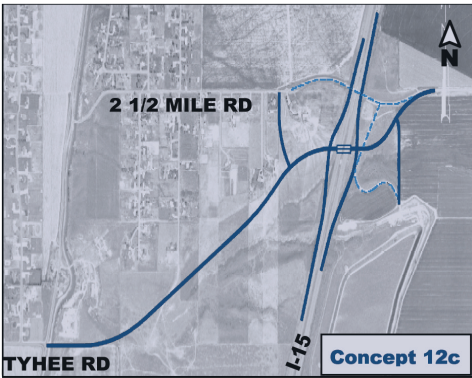
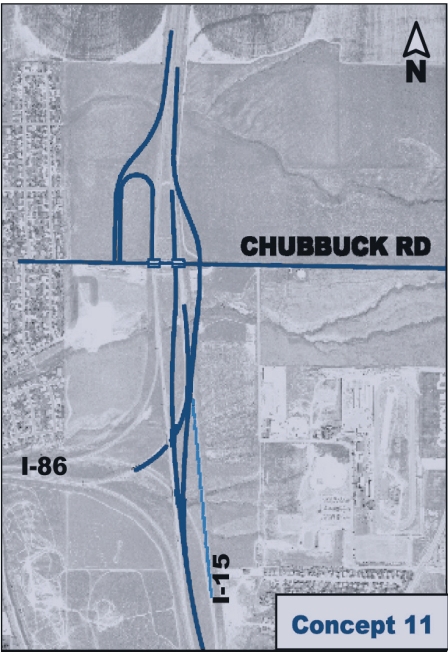
## Issues Identified

- Limited access to I-15 north of the I-86/I-15 system interchange
- Existing access to I-15 north of the I-86/I-15 interchange requires out of direction travel which contributes to congestion on U.S. 91.
- The crash rates are higher than state averages along U.S. 91 between I-86 and Reservation Road.
- Long-range planning predicts that existing interstate access points will not accommodate current or projected growth.

\*The **BPO Transportation Advisory Committee** includes representatives from the City of Chubbuck, the City of Pocatello, Idaho State University and the Bannock Planning Organization.  
\*\*The **Local Agency Input Group** includes representatives from the City of Chubbuck, the City of Pocatello, the Shoshone-Bannock Tribe, the Bannock Planning Organization and the Bannock County Commissioners.

# Concepts Being Evaluated

The following five concepts and the No Build concept were retained for further study:



## Project Schedule

